



Complete Streets Award Program



Program Goals

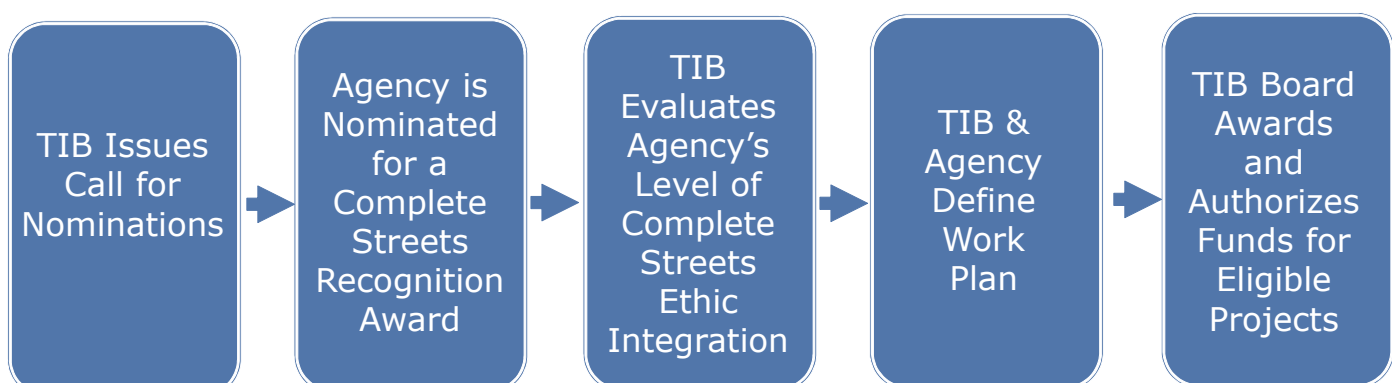
- Incentivize local adoption of a complete streets design ethic.
- Create a powerful incentive beyond the limitations of available funding.
- Allow cities and counties to self-direct how funds are spent in order to most effectively build local projects that reflect the complete streets ethic.
- Minimize processing and acquisition costs.

Overview

The Washington State Legislature created the Complete Streets Award Program as an incentive to encourage city and county governments to adopt a complete streets policy; these policies mandate that cities and counties plan, design, operate and maintain their streets while considering all transportation users and modes (see RCW 47.04.320 attached). A city or county becomes eligible for a Complete Streets Award when they adopt a system-wide complete streets policy. Currently, 34 cities and one county have adopted complete streets ordinances. Cities and counties may have plans and projects that integrate a complete streets ethic; however local legislative bodies need to clearly adopt a complete streets policy to establish eligibility.

In evaluating which cities and counties to recognize, the Transportation Improvement Board (TIB) will look for cities and counties that have extended their thinking beyond the one-time policy adoption to integrate a complete streets ethic throughout their transportation practices. Cities and counties that show achievement in planning, designing, building and involving the community in design for all users may receive the Complete Streets Award including flexible funding that can be used to build eligible complete streets projects. Awarded cities and counties will propose a work plan for TIB approval. This work plan will include one or more project(s) to support walking, bicycling, access to transit and/or streetscape aesthetics.

Complete Streets Awards Program Process Map



Nomination Process

TIB will invite partner nominating organizations to nominate eligible cities and counties for the award beginning in fall 2016. Nominating organizations will be state agencies and transportation non-profits with a statewide charter. TIB may choose to add other nominating organizations in the future.

TIB will limit the number of nominations based on the number of eligible cities and counties, the amount of program funding, and the size of the nominating organization. TIB plans to invite the following state agencies and statewide non-profits to become nominating organizations:



Redmond 152 Avenue NE Complete Streets Plan

State Agency Partners	Non-profits
Department of Transportation	Feet First
Department of Health	Transportation Choices Coalition
Department of Commerce	Washington Bikes
Department of Archeology and Historic Preservation	Community Transportation Association – NW
	Futurewise

Evaluation Process

TIB staff will evaluate all nominations and recommend awards and funding levels to the Board. Staff will search for indicators demonstrating the city's or county's adoption and integration of a complete streets ethic into their plans and capital programs. TIB staff anticipates complete streets indicators will include the elements described in the panel below; TIB staff will refine these indicators during case study practice sessions planned for summer 2016. TIB staff may seek additional information from the nominating organization and the nominated city or county during evaluation, including the presence of strategic initiatives for modal systems, design of previous projects, future design plans, and the work plan for use of award funds.

Indicators of a Well-Integrated Complete Streets Ethic

- Comprehensive plan/complete streets integration
- Strategic plan/complete streets integration
- Specific modal plans for freight, bicycles and pedestrian
- ADA transition plan adoption
- Community engagement regarding design for all users
- Performance data and statistics about users
- Operational preparedness for all users and all modes
 - Maintenance
 - Sweeping
 - Striping
 - Landscape management
- Staff training in complete streets design
- Standards that allow responsiveness to users
- Budget prioritization of complete streets elements
- Evidence of past implementation
 - Clearly apparent integration of complete streets elements
 - History of compliant projects
 - Multimodal level of service standards
 - History of actively implementing modal plans
 - Presence of programs and enforcement of modal access
 - Controlling traffic and speed
 - Pedestrian scale lighting

Funding

The Legislature provided \$3 million in year one and \$14 million in subsequent biennia for the Complete Streets Awards Program. TIB staff expects the 2016 call for nominations to incorporate two years of available funding, for an anticipated \$10 million total funding amount. TIB staff may recommend an additional year's funding in the fall if enough additional cities and counties establish eligibility. Subsequent calls for award nominations would be in two or three year cycles.

The Board will confer the awards and approve the funding level. The award consists of two funding targets: \$250,000 for cities and counties early in the Complete Streets adoption process and \$500,000 for cities and counties with highly-integrated policies and a track record of complete street project design and development. The Board may also set different funding levels depending on amount of available funds, number of eligible cities and counties, quality of potential projects and recovery of unused funds.

Immediately after board approval of the city's or county's proposed work plan, TIB will disburse funds to the city or county. The city or county will hold the funds in a restricted account to be used only on activities in the approved work plan. TIB staff can approve work plan amendments administratively. Cities must expend funds within three years of payment or the funds will be recovered by TIB.

Implementation Schedule

May	June	July	August
<ul style="list-style-type: none">• Framework adoption at board meeting	<ul style="list-style-type: none">• Invitations to nominators• Training for nominators and cities and counties	<ul style="list-style-type: none">• Practice with case studies	<ul style="list-style-type: none">• Prepare communications<ul style="list-style-type: none">○ Announcements○ Nomination form○ Press release
September	October	December	January
<ul style="list-style-type: none">• Call for nominations	<ul style="list-style-type: none">• Nominations due Oct 21st• Pull info from nominees	<ul style="list-style-type: none">• Evaluation• TIB staff jury• Negotiate work plans	<ul style="list-style-type: none">• Board award January 27, 2017

RCW 47.04.320

Complete streets grant program—Purpose—Goals—Awards—Report.

- (1) The transportation improvement board shall establish a complete streets grant program within the department's highways and local programs division, or its successor. During program development, the board shall include, at a minimum, the department of archaeology and historic preservation, local governments, and other organizations or groups that are interested in the complete streets grant program. The purpose of the grant program is to encourage local governments to adopt urban arterial retrofit street ordinances designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users, with the goals of:
 - (a) Promoting healthy communities by encouraging walking, bicycling, and using public transportation;
 - (b) Improving safety by designing major arterials to include features such as wider sidewalks, dedicated bicycle facilities, medians, and pedestrian streetscape features, including trees where appropriate;
 - (c) Protecting the environment and reducing congestion by providing safe alternatives to single-occupancy driving; and
 - (d) Preserving community character by involving local citizens and stakeholders to participate in planning and design decisions.
- (2) For purposes of this section:
 - (a) "Eligible project" means (i) a local government street or road retrofit project that includes the addition of, or significant repair to, facilities that provide street access with all users in mind, including pedestrians, bicyclists, and public transportation users; or (ii) a retrofit project on city streets or county roads that are part of a state highway that include the addition of, or significant repair to, facilities that provide access with all users in mind, including pedestrians, bicyclists, and public transportation users.
 - (b) "Local government" means incorporated cities and towns and counties that have adopted a jurisdiction-wide complete streets ordinance that plans for the needs of all users and is consistent with sound engineering principles.
 - (c) "Sound engineering principles" means peer-reviewed, context sensitive solutions guides, reports, and publications, consistent with the purposes of this section.
- (3) In carrying out the purposes of this section, the transportation improvement board may award funding, subject to the availability of amounts appropriated for this specific purpose, only to eligible projects that are designed consistent with sound engineering principles.
- (4) The transportation improvement board must report annually to the transportation committees of the legislature on the status of any grant projects funded by the program created under this section.

[2015 3rd sp.s. c 44 § 401; 2011 c 257 § 2.]

NOTES:

Effective date—2015 3rd sp.s. c 44: See note following RCW 46.68.395.

Intent—2011 c 257: "Urban main streets should be designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users. Context sensitive design and engineering principles allow for flexible solutions depending on a community's needs, and result in many positive outcomes for cities and towns, including improving the health and safety of a community. It is the intent of the legislature to encourage street designs that safely meet the needs of all users and also protect and preserve a community's environment and character." [2011 c 257 § 1.]